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ATTORNEYS-AT-LAW,
RICHMOND, KENTUCKY.
Office, No. 113, Burnam's Building, First
Street, Richmond, Ky.
A. SULLIVAN,
ATTORNEY-AT-LAW,
RICHMOND, KENTUCKY.
Office on First Street, same as formerly
occupied by County Judge Miller.
C. S. POWELL,
ATTORNEY-AT-LAW,
RICHMOND, KENTUCKY.
Office on Second Street.
DENTAL SURGERY.
DR. A. WILKES SMITH,
DENTAL SURGEON,
RICHMOND, KENTUCKY.
Office, South Building, Main Street, Office
Room, No. 123, No. 124, No. 125, E. M.
McCormick Building, Kentucky.
J. C. MORGAN, D. D. S.,
RICHMOND, KENTUCKY.
Office, Main Street, over Madison National
Bank.
WELBY W. BURGIN,
DENTIST,
RICHMOND, KENTUCKY.
Office, Over Palace Dry Goods Store, on
Second Street, formerly occupied by Dr.
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J. W. CREED, D. D. S.,
KIRKSVILLE, KENTUCKY.
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DR. J. M. POYTZ,
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Office, Second Street, next to White's Drug
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G. W. EVANS, M. D.,
PHYSICIAN AND SURGEON,
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Office, Second Street.
DR. T. J. TAYLOR,
Practitioner in Medicine and Surgery,
RICHMOND, KENTUCKY.
Office, Second Street, over Dykes' Grocery
Store.
DR. JOHN M. FOSTER,
PHYSICIAN AND SURGEON,
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Office, Main Street, next door to Linton's
apartment, residence at Cor. Main and Third
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PHYSICIAN AND SURGEON,
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Office, South Building, Main Street, 25.
H. W. BRIGHT, M. D.,
PHYSICIAN AND SURGEON,
RICHMOND, KENTUCKY.
Office, in South Building on Main Street.
Special attention given to miscellaneous and
chronic diseases of women and all diffi-
cult obstetric cases. Patients treated at a dis-
count. Homeopathic medicines used in all
cases.
DR. C. S. HOLTON,
Homeopathic Physician and Surgeon,
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Office over Dr. M. Bright's, Hours—8:30 to
11:30 a. m., 2:30 to 4:30 p. m. Special attention
to diseases of women and all diffi-
cult obstetric cases. Patients treated at a dis-
count. Homeopathic medicines used in all
cases.
DR. JENNINGS & GIBSON,
Physicians and Surgeons,
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Office, Main Street, over Wallace & Hill's
store.
A. E. AULTZ,
PHYSICIAN AND SURGEON,
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Office, 235, W. Main Street—Barnum &
Clement Building—up stairs.
DR. J. M. BLACK,
PHYSICIAN AND SURGEON,
25—RED HOUSE, KY.
CHAS. HOOKER,
VETERINARY SURGEON,
GRADUATE VET. COLLEGE.
Veterinary Dentist and Sterility a
Specialty.
OFFICE—Next door to ALMA OAK, Dil-
lenger Building, Richmond, Ky. 46.
HARRISON D. MILLER,
Upholsterer and Furniture Repairer. Car-
pet laying a specialty. All work neatly
done. Eighteen years experience. Shop
on Irvine St., and door from Postoffice
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INSURANCE.
BURNAM & HUME.
The Oldest and Strongest American
Companies.
NORTH AMERICA, SPRINGFIELD,
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ROCK BOTTOM RATES
Don't forget our office is at the
Farmers National Bank.
BURNAM & HUME.
N. B.—Tobacco, Cigars, Country Stores,
and Milling property specialties.
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FARLEY.

One of the oldest houses in Kentucky; keeps a variety of WROUGHT IRON for blacksmiths; WHEELS, SPOKES, RIMS and other supplies for wagon-makers. Best makes of FARMING IMPLEMENTS. Fine lot of GUNS and AMMUNITION. Headquarters for FIELD SEEDS. LINE of HARDWARE and best brands of STAPLE GROCERIES. SALT, LIME and CEMENT.

Come to the house where your fathers and grandfathers bought their goods half a century ago.

W. L. FARLEY,
Successor to John Farley.

CAUTION W. L. Farley's name is on his shoes and price marked on bottom.

\$5.00
\$4.00
\$3.50
\$3.00
\$2.50
\$2.00
\$1.50
\$1.00
\$0.50
\$0.25
\$0.10
\$0.05

FOR LADIES
FOR GENTLEMEN

W. L. DOUGLAS
\$3 SHOE FOR GENTLEMEN.

Fine Calf and Laced Waterproof Grain. The excellence and wearing qualities of this shoe are better shown than in any other shoe made. It is made of the best material and is guaranteed to last. It is made in the United States and is sold at a low price.

\$5.00
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\$1.50
\$1.00
\$0.50
\$0.25
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\$0.05

FOR LADIES
FOR GENTLEMEN

WE KEEP TINWARE, STOVES, AND HARDWARE For Sale.

Our Goods are of excellent quality and our PRICES REASONABLE.

Repairing of Tinware at Low Rates.

A SPECIALTY OF—
Bridgeforth Cooking and Heating Stoves.

CLAUDE SMITH & CO.
THROUGH-CAR LINE
MACKINAC!

Commencing July 1st, there will be established a through line of first-class vestibule Pullman and Wagner Sleeping Cars daily between Cincinnati, Dayton, Toledo, Detroit, Mackinac City, and all principal resorts of the Upper Peninsula of Michigan, via the C. H. & D. R. R. and Michigan Central.

Sleepers will be attached to trains leaving Cincinnati at 10:00 p. m. daily except Saturdays; returning leave Mackinac at 9 a. m. daily except Saturdays.

The advantages secured by purchasing through tickets via this route, composed of such favorable and well-known lines as the Cincinnati, Hamilton & Dayton R. R. and Michigan Central R. R., must be apparent to all first class travelers. No other line can offer such advantages as to accommodations and route, allowing stop-over at Toledo and Detroit, then continuing your journey to the most lovely resorts on the American continent.

For pamphlets pertaining to Mackinac Island and other summer resorts reached via this line write to any agent of the C. H. & D. R. R. or to E. O. McCormick, General Passenger and Ticket Agent, No. 200 West Fourth Street, Cincinnati, O.

RICHMOND PLUMBING CO.,
Sanitary Plumbing, Steam & Gas Fitting.

All orders promptly filled and work guaranteed. And all gas pipe used to be of the right size according to the rules and regulations of the Water and Light Company. No 27 W. Main Street, opposite Hotel Glynndon. Post office address, Lock Box 15.

COLONEL GASCOM.
His First Essay at Humor and How it Ended.

(Written for This Paper.)

FIFTEEN, while attending church, Colonel Gascom, editor of the *Saturday Herald*, was called upon to make a speech. The Colonel always responded to his happiest vein, and as the ladies connected with the fair were so anxious to see their names in print, his effort was loudly applauded, and he was complimented so highly by the audience that it began to dawn on him that he was throwing time away writing dull editorials when his real talent demanded he should be a humorist. And a humorist he was! One day he spent many hours preparing a humorous article, which he was sure would stagger his readers. At the same time he thought it best to try in the forenoon, and he seemed to be a very intelligent man.

Colonel (to foreman, who has just entered the copy)—John, I have here an article entitled "Autumnal Reveries." It is humorous.

Foreman (who, by-the-by, is looking for an increase in his salary)—I always did say that you were a humorist. You are so witty in conversation.

Colonel—Thank you, John. I would like very much to read my article to some one before venturing to publish it. Foreman (smelling a rat, but still hearing in mind the false)—I would be most pleased to hear it.

The Colonel reads the article. When the editor is not looking at him his foreman's face is as joyous as a clouded summer sunset, but when the editor looks up from his copy he would find his face wreathed in many smiles. There are only a few things short of crime a man won't do when he wants his salary raised.

Colonel (after reading the article)—Now, John, I want your candid opinion. What do you think of it?

Foreman (who, who, who)—That, sir, is one of the wisest productions of the age. (Laughs long and loud.) Why, sir, that says over any thing Mark Twain ever wrote. You funny—very! Colonel (handing him the copy)—Put it on the first page. And—John!

Foreman (an unaccountable thrill of anticipation coming over him)—Yes, Colonel—I have been thinking, John, that you are worth more than twelve dollars a week now. Hereafter I will make it fifteen.

Foreman—O, thank you! thank you! (To himself as he goes out)—Tuffy takes strikes every time!

At twelve o'clock Colonel Gascom went out for his midday lunch, but when he got as far as the door, he observed dark clouds gathering, and, fear-

WATER-INDICATING.
How It Is Done—A Stream Can Be Traced For Any Distance.

Water is indicated under ground by a stick in the hands of some persons by the aid of electricity. This agent exists in all underground water courses. The person who has the right kind of electricity in his body can charge a stick with the fluid so it will point toward the electricity in the stream. Usually a patch of soft maple stick or hazel bark is used. This is the shape of the stick to be held in the hands, with the inside of the hands up, thumbs out, grasping the stick where the stick will not make. Let the stick point up and down at an angle of about 45 de-

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greens. Hold the hands up about as high as the elbows, start forward, and as the stick begins to draw down let it go gently until it points down. When you go two or three rods beyond that point, and come back across the place. By crossing and recrossing, the stream can be followed any distance and located, and, fear-

THE HORSE.
Some Points That Should Be Remembered by the Farmer's Horse.

The profitable horse for the farm must combine a good degree of adaptation to the requirements of the farmer, and a disposition to do his work. A small proportion of the horses produced on the farm are required for the most common farm labor, but it is a fortunate fact that the best and most reliable markets call for such horses as may be produced from a class of horses best adapted to the diversified duties of the farmer. No clear-sighted breeder will be contented to raise the animal that in common parlance is designated the "farm horse." He is a compromise between the two types that are required to furnish three-fourths of the market requirements and to give to the farmer a horse of the highest quality. The idea that the horse that at maturity will weigh from 1,000 to 1,200 pounds, possessing a semi-draft, semi-roadster form, and wanting the weight of the former and the style and action of the latter, is a typical mistake. The horse of the present, given an animal entitled to the careful consideration of a class of our farmers. A standardbred roadster stallion of superior style and finish, and weighing in proper condition 1,200 pounds, or upward, is a grand acquisition to a community of discriminating farmers. From such a sire and well-bred, clean-lined, good-styled roadster mares, weighing 1,000 pounds or more, a class of colts should be produced that will always be in demand for carriage work in our cities, as well as adapted to a certain extent to the wants of a class of our American farmers.

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A CONFERENCE.
Mr. and Mrs. DeWitt Discuss Family Matters.

Mr. J. Anthony DeWitt—Well, you and the girls have got the season's grass again, have you? Do you think I'm made of money, madam?

Mrs. J. Anthony DeWitt—Now, it's no use for you to go to losing your temper, and being so very disagreeable. Of course, I know you're not made of money; you talk as though I never tried to economize.

"Humph!"

"Oh, you can 'humph' all you please; but if I don't practice economy, I don't know who does. And, as for the girls, the poor dears are positively shabby half the time."

"Shabby! With all the bills that are sent to you for your gowns and their gowns, and for their dresses?"

"I guess, if you had some wives and some daughters, and some bills to pay, you'd have something to make a fuss about, that's what I guess. But that's neither here nor there. We simply must go to Newport or Harbort this summer."

"What good did it do you to go last summer?"

"It was very dull at all the summer resorts last summer, as you very well know, while the coming season promises to be a very gay one. I've the actual names of no less than twenty very eligible young men who are going to the seashore this year, and who did not go last. That makes the dear girls' chances much better."

"May be so."

"Oh, you may well say that; for if you are so close and so short-sighted as to refuse them money enough to make a decent appearance, it will be 'may be so' sure enough for them."

"What in thunder do you—"

"Anthony!"

"Oh, give up—"

"Mr. DeWitt, have the kindness to remember that you are talking to your wife."

"I'm not likely to forget it."

"Well, then, address me as a gentleman should address a lady!"

"Poo! Mightily fine, ain't you? Well, I don't know, but I'll bet you're a Mag's thirty now, isn't she?"

"Mag? I do wish, Anthony, that you would give up at least a few of your vulgarities."

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CONVENIENT COW-STABLE.
It Is Easily Built and Has Plenty of Space—Best Method of Fastening Cattle.

A subscriber of the American Agriculturist writes me to describe my style of cow-stable, method of fastening, etc. First, the barn is built on rising ground, with ample drainage, requiring no pump to keep the floor dry, being built on a low concrete wall sixteen inches thick, and twelve inches high above the surface. It is a balloon frame, with self-supporting roof, and eighteen-foot posts; joists eight and four-tenths feet above the floor. The concrete wall, which is much higher, is staked; the inside covered with floor-boards, backed with tarred paper. The floor overhead is of matched pine flooring, with a layer of straw or shavings. The stables are each ten feet

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DRAFT HORSES.
Some Points in Their Management—How the Street-Car Companies Treat Them.

The horses most desired by street-car companies are of a blocky, chunky kind, weighing from 1,000 to 1,300 pounds. In color, gray and roan are preferred, and experience having shown that white and black animals are weak and very soon break up. The horses raised in hill and stony localities are preferred before those from Iowa, Illinois and other prairie States, and Ohio, Pennsylvania, Michigan, New York and New England furnish the best stock for this use; the reason being that the feet are harder and sounder, and of better shape, so that the horses will last at least four or five years, and some of them twice as long in service, while the flat, soft-footed horses of the West give out in a few weeks. The average price paid is \$150 per head, and the system of purchase is the driver's trial with the option of rejecting the animal with or without given reasons.

The feeding, as might easily be thought, is most carefully managed. The food consists of a mixture of timothy, clover and alfalfa, with mixed ground feed (corn and oats) added, given in small quantities at short intervals. A small quantity of loose hay is also given, and the horses when they are brought in from work; then, when the regular feeding hour arrives (which is never soon after or just before a trip), six to eight quarts of the ground feed, with five pounds of cut hay, are given. The horses are always fed by the same feeder, when possible, and the feeders give close attention to each particular horse to know how much food is eaten and how much is left, so that the quantity given may be increased or decreased as the need of the horse is shown. Under the management of the Chicago street-car companies, the horses are fed in a most economical and efficient manner, and in which no food is left over or gathered in corners and get sour. These round troughs must be washed and scrubbed with a stiff brush and sponge by the stablemen twice a day. The result is that food is eaten cleanly and none is wasted by reason of rotting, or of horses eating it when it is not fit to eat. Moreover, these round troughs were introduced into the Chicago stables, and other forms of indigestion have practically disappeared.

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The horses most desired by street-car companies are of a blocky, chunky kind, weighing from 1,000 to 1,300 pounds. In color, gray and roan are preferred, and experience having shown that white and black animals are weak and very soon break up. The horses raised in hill and stony localities are preferred before those from Iowa, Illinois and other prairie States, and Ohio, Pennsylvania, Michigan, New York and New England furnish the best stock for this use; the reason being that the feet are harder and sounder, and of better shape, so that the horses will last at least four or five years, and some of them twice as long in service, while the flat, soft-footed horses of the West give out in a few weeks. The average price paid is \$150 per head, and the system of purchase is the driver's trial with the option of rejecting the animal with or without given reasons.

The feeding, as might easily be thought, is most carefully managed. The food consists of a mixture of timothy, clover and alfalfa, with mixed ground feed (corn and oats) added, given in small quantities at short intervals. A small quantity of loose hay is also given, and the horses when they are brought in from work; then, when the regular feeding hour arrives (which is never soon after or just before a trip), six to eight quarts of the ground feed, with five pounds of cut hay, are given. The horses are always fed by the same feeder, when possible, and the feeders give close attention to each particular horse to know how much food is eaten and how much is left, so that the quantity given may be increased or decreased as the need of the horse is shown. Under the management of the Chicago street-car companies, the horses are fed in a most economical and efficient manner, and in which no food is left over or gathered in corners and get sour. These round troughs must be washed and scrubbed with a stiff brush and sponge by the stablemen twice a day. The result is that food is eaten cleanly and none is wasted by reason of rotting, or of horses eating it when it is not fit to eat. Moreover, these round troughs were introduced into the Chicago stables, and other forms of indigestion have practically disappeared.

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CONVENIENT COW-STABLE.
It Is Easily Built and Has Plenty of Space—Best Method of Fastening Cattle.

A subscriber of the American Agriculturist writes me to describe my style of cow-stable, method of fastening, etc. First, the barn is built on rising ground, with ample drainage, requiring no pump to keep the floor dry, being built on a low concrete wall sixteen inches thick, and twelve inches high above the surface. It is a balloon frame, with self-supporting roof, and eighteen-foot posts; joists eight and four-tenths feet above the floor. The concrete wall, which is much higher, is staked; the inside covered with floor-boards, backed with tarred paper. The floor overhead is of matched pine flooring, with a layer of straw or shavings. The stables are each ten feet

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